

FARMS ON STATE ROADS

ACCOMMODATE OWNERS BY TRAILING HOMES

The New York State Highway Commission has been greatly aided in its work by the adoption of the plan of the State Highway Commission to build a system of roads near cities.

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SNOWSHOEING FOR WOMEN

With the Proper Outfit Any One Can Enjoy the Sport

Many people think that snowshoeing must be very difficult to learn and full of pitfalls, such as falling head over heels, or being caught in a hole. But if one gets an outfit carefully thought out for all emergencies even a novice can find herself equal to any stunt that snowshoeing has to offer.

In the first place in selecting the snowshoes do not look for bargains, says a *Country Life in America*. Look for durability and strength and if for a woman lightness of weight and suitable size are very important. Some women select their snowshoes too small and light, so that they do not hold up well.

Too broad and heavy shoes would tend to tire and exaggerate the gait. Just the right size and weight of shoe and those which will stand much wetting and not become sagged are easily found through any good sporting goods firm.

Then it is much better to get a pair of leather shoes to keep attached to your shoes rather than to try any of the strong arrangements, which either by stretching and loosening. Many experienced women choose the latter, but to the amateur the toe brace of straps and buckles which also fastens about the ankle is quite ideal.

Next in importance is your footgear. Many woodsmen always wear the moccasins of oiled heavy leather. These moccasins are much better in the far North, where the snow is drier and crispier, than in the middle country, where the snow is so often wet and heavy. With them several pairs of woolen socks must always be worn, and the wool lined shoe peck is also good. Moccasins when worn become slippery and make climbing an absolute impossibility at times.

To most women even as far north as Vermont and the Adirondacks the regular arctic overshoes, best worn with those of oiled leather, are much better. These shoes are comfortable except in extreme weather.

Then a pair of heavy wool socks adds much to one's comfort. But be sure above all things never to wear anything tight or binding upon your feet in cold weather if you wish to be comfortable. Keeping your feet in constant unhampered exercise will allow the blood to circulate and there will be no danger of frost bite or chilblains.

Then your costume is very important. No woman can take any comfort in snowshoeing if she wears long, heavy, clinging skirts. She must from the first adapt her costume to conditions and break away from all prejudices. A full, lightweight wool skirt reaching to the knees, which gives an idea of freedom to the limbs, and a blouse and leggings are to be worn under the skirt. The Canadian blanket suits are very attractive and useful if you care to go to the expense of getting them.

When you are about to set forth on a snowshoeing tramp you must not be grudge time spent in proper dressing for the part. It is well to add warmer wool underlinings, heavier stockings, a wool shirtwaist or even a man's wool shirt and sweaters, sometimes two or three. If there is to be any driving or outting about a heavy fur or fur lined coat.

The Big Timber Out of 1909

The production of timber in the United States during the calendar year 1909 was 44,282,000,000 feet board measure. This is an increase over the production of 1908 of 4,122 per cent, and over that of 1907 of 10.8 per cent. This information appears in a preliminary report of the United States Bureau of the Census has issued. The substantial increase over the two previous years was general, few of the States showing any decrease in cut.

Yellow pine, the most valuable species, showed a decrease in production of 10.8 per cent. The total cut of the yellow pine States is about half of the total production for the entire country, having increased from 1908 to 1909 by 10.8 per cent. The yield of New York and New England has decreased from 1.0 per cent in 1908 to .9 per cent in 1909. The yield of the United States in 1909 was 13.6 per cent of the total and in 1908 12.5 per cent. The Pacific coast States, however, showed a marked increase, from 1908 to 1909, and 2.2 per cent greater than 1907, nevertheless contributed a smaller proportion of the total production of the country.

The preliminary production of the three States, Minnesota, Michigan and Wisconsin, are greater, of all lumber regions, in 1909 than in any previous year. The States in 1907 was 13.6 per cent of the total and in 1908 12.5 per cent. The Pacific coast States, however, showed a marked increase, from 1908 to 1909, and 2.2 per cent greater than 1907, nevertheless contributed a smaller proportion of the total production of the country.

Four of the State road routes are of particular interest to this city. These are numbered as follows: 1. From the Hudson River to the State Road, then to the Hudson River, then to the Hudson River, then to the Hudson River.

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Route 3—Commencing at Orange town

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